





Today's  
Advertisements.THEATRE ROYAL,  
CITY HALL.Mr. HENRY DALLAS'  
COMIC OPERA SEASON.  
LAST 6 NIGHTS.TO-NIGHT!  
LAST NIGHT  
"THE GEISHA."

MONDAY and TUESDAY

NEXT,  
THE GREAT GAIETY SUCCESS,  
"A RUNAWAY  
GIRL."WEDNESDAY and THURSDAY,  
"THE BELLE OF  
NEW YORK."THURSDAY NIGHT.  
Complimentary Benefit to Mr. & Mrs. DALLAS.SATURDAY,  
"SAN TOY."

PLAN at ROBINSON PIANO CO.

Doors Open 8.30. Commence 9 P.M.

BERTRAM HERMANN,  
Business Manager.

Hongkong, 30th March, 1901. [288c]

CHINESE IMPERIAL GOVERNMENT  
7 PER CENT SILVER LOAN  
OF 1885, E.

29th HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BONDS OF  
this LOAN will be PAYABLE at the  
OFFICES of the CORPORATION on or after the  
30th March, 1901.LISTS OF DRAWN BONDS can be obtained  
on application to the Undersigned.  
For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
Agents issuing the Loan,  
T. JACKSON,  
Chief Manager.

Hongkong, 30th March, 1901. [288c]

HONGKONG FOOTBALL CLUB.

THE ANNUAL DINNER will take place  
on SATURDAY, the 6th April, at the  
HONGKONG HOTEL, at 8 P.M.  
MEMBERS who wish to attend are requested  
to send in their Names toHERBERT W. LOOKER,  
Hon. Secretary.

Hongkong, 30th March, 1901. [288c]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR  
SHANGHAI, NAGASAKI, HIOGO AND  
YOKOHAMA.

THE Imperial German Mail Steamship

"PRINCESS IRENE"

of the NORDDEUTSCHER LLOYD.  
Captain P. Wetten, due here with the out-  
ward German Mail about TUESDAY, the 2nd  
April, at 6 P.M., will leave for the above Places  
about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
Agents.

Hongkong, 30th March, 1901. [22]

FOR NEW YORK VIA PORTS AND  
SUEZ CANAL.

Calling at MANILA and CEBU.

THE Steamship

"GYMERIC"

will be dispatched for the above Port on or  
about the 3rd April, and will be followed by the  
Undersigned Steamers for NEW YORK,  
via Usual Ports of Call."RICHMOND," "CASTLE," "PATHAN,"  
"FERNDENE," and "LOWTHER CASTLE."

For Freight, apply to

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 30th March, 1901. [24]

## Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,  
Oculist-Optician of London and Calcutta,  
may be consulted for SPECTACLES  
at 16, Queen's Road Central,  
(B. HUGHES & Co.).  
(Nearly opposite the HONGKONG HOTEL).  
Business hours—9 A.M. to 5 P.M.A GREAT proportion of cataracts and  
diseases affecting those advancing in life  
occur to those having some deficiency in the  
construction of the eyes—the many years of  
'Eye Strain' ending in serious forms of disease.  
Glasses specially adapted in youth to those  
requiring them save and preserve the sight.  
Constantly wearing weak eyes, the letters  
running together, and the symptoms indicat-  
ing a deficiency in the form of the eye requir-  
ing glasses only to correct the same.  
Mr. LAZARUS supplies his SPECTACLES  
only after testing the sight.

ADVICE FREE. [1455b]

## NOTICE.

THE OFFICES of the "HONGKONG  
TELEGRAPH" have this Day been  
removed to NO. 50, QUEEN'S ROAD  
CENTRAL, Second Floor, (the premises  
formerly occupied by Messrs. POWELL & Co.)  
to which address all communications should  
be addressed.Eth. J. SKERTCHLY,  
Manager.

## Intimation.

A. S. WATSON & Co.,  
LIMITED.WATSON'S  
HYGIENOL.  
(Registered)A POWERFUL DISINFECTANT,  
GERMICIDE, ANTISEPTIC  
AND DEODORISER.RECOMMENDED BY THE MEDICAL  
PROFESSION.CHEAP, HARMLESS CONVENIENT  
AND EFFECTIVE.This DISINFECTANT possesses  
all the good properties of Carbolic  
Acid, but is IMMENSELY SUPER-  
IOR in being NON-POISONOUS.  
—even in its concentrated form, thus  
avoiding risk of accident—and in  
the facility with which it mixes with  
COLD WATER in any proportion.  
In its diluted state it will not injure,  
stain, or corrode the person, metals,  
furniture, cotton, linen, or woollen  
fabrics.WATSON'S  
PURE CARBOLIC  
SOAPSwill be found most efficacious for the  
prevention of contagious diseases of  
all kinds.A. S. WATSON & CO., LIMITED,  
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

## MARRIAGE.

On the 16th of March, at the Presbyterian  
Church, Singapore, by the Rev. S. Stephen  
Walker, M.A., ROLF THORKE OLSEN, to  
PAULA MARQUERITA, eldest daughter of the  
late Capt. Kahlcke.

## DEATH.

At the General Hospital, Singapore, March  
20th, JOHN LEWIS JENKINS, of Aberystwyth,  
Cardiganshire. Aged 35.

The Hongkong Telegraph

HONGKONG, SATURDAY, MARCH 30, 1901.

## REUTER'S TELEGRAMS.

DEPARTURE OF A JAPANESE  
CRUISER FROM ENGLAND.

LONDON, March 28th.

The Daily Chronicle announces that the  
Japanese Cruiser *Isuzu* left Liverpool in  
haste for the Far East after having shipped  
only a portion of her ammunition.

LATER.

THE POWERS IN  
CHINA.THE MANCHURIAN AGREEMENT.  
Lord Lansdowne in the House of Lords  
stated that he was unable to pass a final  
opinion on the Manchurian Agreement, but  
he would not carpingly criticise an arrange-  
ment in the nature of a *modus vivendi*. He  
reiterated that it was undesirable China  
should, while negotiating with the Powers,  
enter into any private arrangement.

## WEATHER REPORT.

The Observatory report says:—  
On the 30th at 12.5 p.m. the barometer has  
risen in S. China. High pressure covers the  
China coast, and the depression has probably  
passed to the E. of Japan. Fresh to moderate  
monsoon on the coast, strong monsoon in the  
N. part of the China Sea. Forecast:—Fresh to  
moderate N.E. winds; fair.

## LOCAL AND GENERAL.

INWARD parcels by S.S. *Sobraon*, are now ready  
for delivery.THE Lady Superior of the Italian Convent  
gratefully acknowledges the receipt of the fol-  
lowing contributions to the funds of that  
Institution:—Mrs. Allford, London, £100  
Mr. Sin Tak Pan, for prizes for the  
children 25The Band of the Royal Welch Fusiliers will  
play at the Hongkong Hotel this evening, from  
8 to 9.30 p.m.PROGRAMME.  
1—Halls "The French Maid" (Sullivan).  
2—Selection "The French Maid" (Sullivan).  
3—Waltz "Weaver Mad" (Sullivan).  
4—Valse "The French Maid" (Sullivan).  
5—Valse "The French Maid" (Sullivan).  
6—Folk Song "Go to the place" (Folbach).Extra.  
7—Gonadal Dance "Irene" (Vanderwall).  
8—Folk Song "The French Maid" (Sullivan).GERMAN visitors to Ceylon says a conten-  
tious, are experiencing great annoyance at  
the hands of the police, not a few of them  
having been arrested on suspicion of having  
escaped from the Boer prisoner's camp in the  
island.The *Perak Pioneer* announces that the Gov-  
ernor has sanctioned the formation of a  
Volunteer Corps in Perak. The two Maxims  
promised to the late Corps before its disband-  
ment will be ordered by the Resident as soon  
as members sufficient for one company have  
been enrolled.A VARIETY entertainment is to be given at  
the Kowloon Institute this evening, com-  
mencing at 8.30 p.m., in aid of the funds of  
the Institute. Reserved seats \$1.00, unreserved  
50c. Tickets may be obtained from Captain  
Harris, 3rd Madras Light Infantry, or from  
Mr. H. K. Holmes, Kowloon.It is announced that William J. Bryan who has  
twice run, and been twice defeated, for the Pre-  
sidency of the United States, recently started a  
paper called the *Commoner* in his native town  
of Lincoln, Nebraska. It has proven a great  
financial success and now it is rumoured in  
America that he will soon start for Europe. It is  
his purpose to call upon President Kruger, but  
the ultimate object is a tour on the Continent.  
He may visit all the British Isles, and especially  
Ireland. The success of his newspaper, the  
*Commoner*, has been so great at the outset  
that he feels warranted in going abroad in  
quest of material for a series of letters for his  
newspaper. In the course of his travels, it is  
said to be his intention to treat on imperialism  
as he finds it, and to make a special study of  
colonial dependencies. The exact date of Mr.  
Bryan's departure is not given, but will likely  
be in the early spring.Our leading article says the *P.M. Gazette*, on the  
uses and abuses of advertisement has induced a  
correspondent, who wishes to remain unknown,  
to send us a note on the tactics of the Brunswick  
Black Association, of which he is president.  
Every member of the B.B.A. pledges himself, it  
appears, to carry in his knapsack, when tour-  
ing, a small pot of this useful compound, and  
to efface with it all obnoxious advertisements  
he may meet with in his travels. The  
association annually visits the lovely valleys of  
the Medway and the Tavy, but help is urgently  
needed in other directions. We presume that  
these Black Brunswicks have looked up their  
law, because the defacement of advertisements  
standing on private ground, for the use of  
which a rent has been paid, would get them  
into serious trouble. Their operations, if con-  
ducted with due caution, however, will be much  
appreciated by all lovers of natural scenery.The Hon. Treasurer of the Alice Memorial  
and Nethersole Hospitals begs to acknowledge  
with thanks the following donations to the  
funds of the Hospitals:—J. D. Humphreys & Son ..... \$50  
Gilman & Co. .... 25  
W. R. Loxley & Co. .... 25  
A. R. Marty ..... 25  
H. M. H. Nemaze ..... 25  
Palmer & Turner ..... 25  
J. J. dos Remedios & Co. .... 25  
A. Rumjahn ..... 25  
H. Skott & Co. .... 25  
Sperry Flour Co. .... 25  
A. S. Watson & Co. .... 25  
Tata & Co. .... 25  
Dennys & Bowley ..... 25  
W. G. Humphreys & Co. .... 25  
Lamke & Rogers ..... 25  
Sir J. W. Carrington, Kt., C.M.G. .... 20  
F. Bannemann ..... 20  
Gaupp & Co. .... 20  
Knaus & Co. .... 20  
Lauts, Wegener & Co. .... 20  
E. W. Rutter ..... 10MARK Twain declares that when a man makes  
an appeal for charity it is a great mistake to  
get everybody ready to give money and then  
not to pass the hat. "Some years ago in Har-  
ford," he said, the other day, "we all went  
to the church on a hot, sweltering night,  
to hear the annual report of Mr. Hawley,  
a city missionary, who went around finding  
the people who needed help and didn't  
want to ask for it. He told of the life in the  
cellars where poverty resided, he gave in-  
stances of the heroism and devotion of the  
poor. The poor are always good to each  
other. When a man with millions gives, we  
make a great deal of noise. It's noise in the  
wrong place. For it's the widow's mite that  
counts. Well, Hawley worked me up to a great  
state. I couldn't wait for him to get through.  
I had four hundred dollars in my pocket.  
I wanted to give that and borrow more to  
give. You could see greenbacks in every eye.  
But he didn't pass the plate, and it grew hotter  
and we grew sleepier. My enthusiasm went  
down, down, down—one hundred dollars at a  
time, till finally when the plate came round I  
stole ten cents out of it. So you see a neglect  
like this may lead to crime."A NAVAL correspondent of the *Pail Mail*  
*Gazette* writes to that paper as follows:—The  
report that His Majesty's ships *Niobe* and  
*Diadem* have been ordered to replace the *St.*  
*George* and *Juno* in accompanying His Royal  
Highness the Duke of Cornwall and York on  
his trip, has created the utmost interest in  
marine engineering circles. It is well known  
that for some time the Duke has interested  
himself in the question of water-tube boilers  
*versus* cylindrical, and it is hinted that it was  
at his Royal Highness's desire that the change  
from Scotch-boilered vessels to Belleville ships  
was made. The engineers hope that the Duke  
will see to it that the *Osprey*, an eighteen-knot  
ship, will be kept at full speed for a protracted  
spin, and that the escorting vessels are signalled  
to do knot for knot with her; that the smoke-  
producing capabilities of the warships are noted,  
and at the end the coal consumption of the  
Government vessels and the liner compared;  
also that the same quality of coals will be  
burned in all the ships and the quantities  
taken in by each at all the coaling stations  
noted. If these things are done and the engine-  
room log-books of the *Osprey* and her escort  
compared at the end of the voyage, the oppo-  
nents of the water-tube hold that the public will  
be in a fair way to judge the worth of the  
respective boilers, both for efficiency and  
economy. Little doubt is felt, having regard  
to his keen interest in the matter, that his  
Royal Highness will during the voyage have  
himself fully posted by obtaining full reports  
from the various commanding officers.FOR the information of the Water Authority  
we may as well remark that the houses on the  
lower levels in some parts of Kowloon have  
been waterless during the daytime during the  
past week, while a house on the upper level  
was without water for no less than thirty-six  
hours at a stretch. Have the pumps broken  
down again or what? It is most inconvenient  
to have one's water cut off in this manner, and  
invariably without notice.The reserve men of the Siege Train at  
Kowloon, embarked on board the P. & O.  
s.s. *Platys* this morning at about nine o'clock.  
They will disembark at Colombo, and await  
another transport to take them to Cape Town.  
There will then be left at Kowloon about 170  
officers and men belonging to the 15th W. and  
15th S.D. R.G.A., and six guns. Nothing  
definite is known as to the future movements  
of the troops now at Kowloon.AN English paper publishes an account of a  
meeting to hear a description of missionary  
women's work in China. In the course of a  
speech by Colonel R. Williams M. P. he said  
that there was no objection to unmarried ladies  
going into the mission field, if they only used  
"sanctified commonsense," without which no  
missionary ought to go anywhere. We are not  
quite sure of the nature of this article, but be-  
lieve we have seen some specimens lately in  
Hongkong. What funny things.—But what  
army does the gallant Colonel belong to?  
Surely the War Office have need of him?THE CHINA-BORNEO COMPANY,  
LIMITED.The following is the report for presentation  
to the Shareholders at the second ordinary  
yearly meeting, to be held at the offices of the  
Company, at noon, on Saturday, the 13th  
April, 1901.Gentlemen,—The manager and consulting  
committee beg to present to the shareholders  
the second ordinary yearly report of the  
Company.  
The net profit for the year after  
paying all charges amounts to ... \$48,694.94  
To this has to be added the balance  
brought forward from last account 23,494.96

From this has to be deducted:—

Fees to consulting committee..... 1,500.00

Leaving available for appropriation \$70,689.90

The consulting committee recom-  
mend that a dividend of 25 % on  
the subscribed capital be paid to  
shareholders ..... \$23,270.00  
To write off launches and lighters ..... 10,000.00  
To carry to reserve ..... 30,000.00  
To carry forward to next account ..... 1,419.90

\$70,689.90

CONSULTING COMMITTEE.

In accordance with the articles of association  
Hon. C. P. CHATER, C.M.G., retires, but being  
eligible offers himself for re-election.

AUDITOR.

The accounts have been audited by Mr.  
FULLERTON HENDERSON, who offers himself  
for re-election.J. WHEELEY,  
Manager.

Hongkong, 27th March, 1901.

STATEMENT OF ACCOUNTS TO  
DEC. 31ST, 1900.

Liabilities.

Capital:—

916 Shares each \$20 paid \$18,320.00

6,584 " " \$15 " 98,760.00

\$117,080.00

Sundry Creditors ..... 5,661.64

Contingency Account:—

Provision against loss of advances to

contractors and labourers ..... 8,985.00

Balance of Profit and Loss Account ..... 72,189.90

\$203,916.54

Assets.

Hongkong Saw-Mills:—

Value as per last ac-

count.....\$38,459.48

Since added..... 10,594.52

\$49,054.00

Sandakan Saw-Mills:—

Launches and Lighters:—

Value as per last ac-

count.....\$18,000.00

Less value of Lighter

sold ..... 2,500.00

\$15,500.00

Cost of New Lighter

"China" since added 8,309.96

Land and House Property ..... 23,809.96

Sandakan Engine Works ..... 4,685.40

Furniture ..... 3,644.01

Rough and Sawn Timber, Stock of ..... 50,491.49

Stores, Stock of ..... 11,381.86

Sundry Debtors ..... 2,142.50

Hongkong and Shanghai Bank, Cash ..... 21,432.97

Cash in hand ..... 10,844.35

\$203,916.54

WORKING ACCOUNT, 1900.

To Cost of Management, Office Ex-

penses and General Charges ..... \$17,165.50

To Preliminary Expenses ..... 497.00

To Auditor's Fee ..... 100.00

To Balance carried to Profit and

Loss Account..... 48,694.94

\$66,447.44

By Profit on Sales of Rough and

Sawn Timber, &amp;c..... \$65,831.17

By Interest ..... 598.27

By Scrip Fees ..... 18.00

\$66,447.44

PROFIT AND LOSS ACCOUNT.

To Amount available for appropria-

tion ..... \$72,189.90

By Amount Brought forward from

last Account ..... \$23,494.86

By Balance of Working Account

brought down ..... 48,694.94

\$72,189.90

E. &amp; O. E.

27th March, 1901.

I have compared the above Accounts with the  
Books and Vouchers at the Company's Office  
and found them correct.F. HENDERSON,  
Auditor.

## HONGKONG SHARE MARKET.

HONGKONG, Friday, March 29th.

Messrs. Benjamin, Kelly and Potts, in their  
weekly share report state:—During the week under review business has  
been quiet, owing to the approach of the Set-  
tlement, but rates in most instances have been  
well maintained and the market generally  
closed with a firm tendency. The Pungim  
Mining Company, Limited, has given notice of  
its Fourth Ordinary General Meeting to be held  
on the 6th April. The transfer books will be  
closed from the 30th instant to the 6th proximo,  
both days inclusive. The China Borneo Com-  
pany, Limited, has advertised its Second  
Ordinary Yearly Meeting for the 13th April.  
The transfer books will be closed from the  
30th instant to the 13th proximo, inclusive.  
The Great Eastern and Caledonian Gold  
Mining Company, Limited, has convened an  
Extraordinary General Meeting for the 3rd  
April, for the purpose of considering and, if  
thought fit, passing a resolution to voluntarily  
wind up the Company. Banks.—Hongkong  
and Shanghai Banks have strengthened their  
position and sales at 350, 352 and 353 per  
cent. premium have been effected. The Lon-  
don quotation is unchanged. Marine Insurance.  
—Unions keep firm at \$265. China Traders  
have been sold at \$54. North Chinas are wanted  
at \$18.25. Yangtzes have been booked at  
\$118. Cantons have changed hands at \$115.  
Fire Insurances.—Hongkong Fires after sales  
at \$291, have jumped to \$295 at which rate  
business has been done. China Fires are  
steady with sales and buyers at \$77. Shipping.  
—Hongkong, Canton and Macao Steamboats  
have been ordered and are expected for at \$33.  
Indo Chinas have been sold at \$117 and  
close with more buyers. Chinas and Manilas  
have changed hands at \$60 for the old \$30.  
The new shares, ex the dividend of 5% and 5%  
respectively, paid on the 25th instant. Douglas  
Steamships have slight enquiries at \$48. Star  
Ferries are unchanged. Shell Transports are  
obtainable at £3 2/6. Refineries.—China  
Sugars are firmer and can be placed at \$129,  
ex the dividend of 5% paid on the 27th  
instant. Luzons remain dull at \$39. Mining.  
—Pungim have been disposed of at \$43. Rauba  
have declined to \$38, at which rate shares are  
on offer. Jebeus have been sold at \$5.  
Oliver's A. are procurable at \$11; the B's  
shares have been done and are wanted at 85  
cents. Doon's Harves and Godowns.—Hong-  
kong and Wharves Docks have ruled steeper  
and transactions at 100 per cent. premium have  
taken place. Kowloon Wharves have been  
negotiated at \$95 and \$96. Wanchai War-  
ehouses continue in request at \$67. New  
Amoy Docks have been purchased at \$14.  
Lands, Hotels and Building.—Hongkong  
Lands have been in strong demand and busi-  
ness has resulted at rates ranging from \$195 to  
\$198; the market closes with further buyers at  
the latter price. Kowloon Lands and West  
Points are unchanged. Hongkong Hotels are  
neglected and have sellers at \$117 ex the divi-  
dend of 5% paid on the 27th instant. Humphrey's  
Estate have improved and have been bought at  
\$13. China Providents have found small investors  
at \$320. Cotton Mills.—Ewos have been par-  
tially sold and are still offering at the figure.  
Cigar Companies.—All stocks under this head-  
ing are firm with the exception of Hensians  
which are procurable at par. Miscellaneous.  
—Green Island Cements have again changed  
hands at \$20. Watkins are offering at \$101.  
Electrics have been placed at \$12 and \$7 for  
the old and new issue respectively and are in  
demand at the rates. Ices are in the market  
at \$160. China Borneos have been fixed at  
\$34 and now wanted at \$36. It is rumoured  
that the Company has done very well. Dairy  
Farms have buyers at \$7.

## WISE AND OTHERWISE.

Without an English paper will perhaps in-  
terest Hongkong residents:—  
Are you paying rent?—If so, you are sadly  
behind the times. Why not send post-card  
mentioning this paper to Manager, 72, Bishop-  
gate-street, Withou, London, E.C. for booklet  
explaining "How to live rent-free?"  
The only way I know of to live rent-free  
merely required an old portmanteau and a few  
bricks, but the disadvantage of this system  
the amount of travelling it necessitates, as fre-  
quent change of air and scene are important  
factors in the successful effort to live rent-free  
on this plan.The N. C. D. N. calls us an  
Shanghai Incongruous Omnibus! says the  
Newspaper *New Press*. Gern! If we wanted  
Amenities, to retort on him, we might call  
him a Belated Hears; but even  
hearses do not hold over their contents from  
Friday to Monday "owing to pressure on  
space."  
This is very wrong: it's wicked to call names.  
The N. C. D. N. should remember "De  
omnibus nil nisi bonum," and the N. P. rising  
phenix-like from its ashes, should remember  
"Can studied turn and animated bluster"—I  
forget the rest.A day or two ago an engineer had  
Well! a fall of about 25 ft down a well.  
Well! broken fortunately for him, by a few  
Well! feet of water at the bottom.  
He had apparently been drinking,  
not wisely, but too well, and the coincidence  
was that he fell in the well. It was fortunate  
that he fell in feet first as the well is  
stated to be too narrow to turn in, and it was  
not a "whiskey" well, otherwise he would no  
doubt have been equal to the task of draining it.  
However, all's well that ends well.The proverb says the road to  
Heaven is paved with good intentions,  
but Mrs. Carrie Anton evidently  
thinks the road to heaven is  
strewn with broken bottles.  
We are not aware of the



his way from the native city. Unfortunately the road runs through the French Settlement and there is no other way of getting to and from the City. The French are just in the mood to create trouble with anyone, and I think it will be rather surprising if neither they nor the Russians create some disturbance before long. In regard to the home telegrams just to hand about German withdrawal, I may mention there are no signs of either British or German withdrawal at present. Everything is going on and being regulated on the hypothesis of a prolonged occupation, although everyone is heartily sick of it. The Chinese have sent to the allies to know what is really the lowest figure they will take, and that is the only definite news we have. None of the reported dates of the Court's return are in any way trustworthy and my information from really well informed Chinese sources is that no move is even contemplated at present, and this discussion going on with regard to Manchuria will not facilitate the negotiations, which promise to drag on until some fresh complications ensue.

The assault-at-arms and rances arranged to take place in Peking next month are fixed for the following dates:

Racing.....1st day April 10.  
Assault at arms.....1st day April 11.  
Assault at arms.....2nd day April 12.  
Racing at arms.....2nd day April 13.

Officers and men participating will represent every British regiment and garrison now in North China, and it will be well worth seeing no doubt, but I have not as yet heard whether many Tientsinians intend visiting the Capital for the occasion.

The Australians are booked to leave here on the 28th inst. They are now in khaki serge naval suits with blue linen collars and khaki felt hats with black ribbons and ties and very nice they look.

In reference to the Chinese Engineering and Mining Co., which has recently been transferred into an international limited liability registered in London under British laws, it is believed by some that this is a striking demonstration of Chung Yen-ming's pro-foreign tendencies. I see in it nothing of the kind. Chang was just as ready as any other Chinaman to get rid of a concern which he could not possibly work in his own name now; moreover he is supposed to have been in pretty low water before the trouble and is probably considerably shorter now, so that there seems nothing remarkably virtuous in passing the concern over to those who were already pretty large investors in the undertaking, for which great things are projected. The coal mines if properly worked are good property I believe, but they were not properly worked I understand before, and were rapidly becoming very bad property. The fleet of the Company is good but what the harbour of Ching-wan-tao will prove as a rival to Tientsin has yet to be seen.

March 18th.

In regard to the railway matter, the guards are still being maintained, and the business, as it is a matter of little deeds etc., will probably take some time. Our side of the story is that the land in question was acquired by the railway four years ago. I may explain that it is proposed to construct several sidings for the various nationalities to land supplies to be forwarded up to Peking on the plan, which has been satisfactorily adopted in Peking, as the wharfs at Tongku are so overcrowded with both civil and military cargo that it has proved more expeditious to bring goods up to Tientsin by water and entrain it here. The sidings are therefore for the public benefit and convenience and the Russian opposition is the more unjustifiable.

## THE SINGAPORE CENSUS.

TOTAL POPULATION OF THE COLONY—563,172.

The Acting Colonial Secretary forwards to a Straits papers for general information the attached table showing the rough result of the examination of the returns for the Census held on the 1st inst., from which it will be seen that the approximate total population of the Colony, exclusive of the British Military and the Dinings (the return for the latter of which has not yet been received) amounts to 563,172.

	1891.	1901.	Increase.
Singapore Island.....	183,281	225,371	42,090
Penang Island.....	121,250	128,152	6,902
Province Wellesley.....	108,104	115,066	6,962
Malacca.....	92,170	94,589	2,419
Totals 504,805	563,172	58,367	

(Sd.) J. R. INNES,  
Superintendent of Census.

## WHY DO WE EAT FRUIT?

1. Because it relieves thirst and introduces water into the system.
  2. It furnishes nutriment.
  3. It supplies organic salts essential to proper nutrition.
  4. It stimulates the kidneys, increases the flow of urine, and lowers its acidity.
  5. It acts as a laxative.
  6. It stimulates and improves the appetite and digestion.
  7. It acts as an antiscorbutic.
- Concerning the mode of preparation, ripe fruits as a rule do not need to be cooked, and are much more palatable and equally nutritious in the uncooked state. The proper time to eat fruit is either at the beginning of the meal or between meals, when they aid digestion and exert the greater laxative effect. Taken at the completion of a meal, they dilute the gastric juice and tend to embarrass digestion.

## SUPPLEMENTARY ESTIMATES.

£1018,731.

## SOUTH AFRICA AND CHINA EXPENSES.

Particulars were published on 25th ult. of further sums required to be voted for the Civil Service in the year ending 31st March, 1901. Seven items—Houses of Parliament buildings, art and science buildings, diplomatic and consular buildings, revenue buildings, rates on Government property and Irish railways—represent a sum of £171,700. Class II. covers five items, which yield a total of £124,315. The largest is that for stationery and printing, £110,000, including £100,000 "required to meet unforeseen expenses" which upon the vote in connection with the hostilities in South Africa. The Foreign Office sum of £20,000, represents the additional outlay on telegrams consequent on the state of affairs in the Far East. "Additional expenditure, mainly consequent on the state of affairs in South Africa," is responsible for the £12,000. In another class, the "Wallace Collection" represents £3,333. Class V. covers diplomatic and consular services, Treasury chest fund and loan to the Wuchang Viceroy. The first named item (£15,500) is in respect of telegrams consequent on the state of affairs in the Far East and to Laurence Marquis. Item No. 2 (£200,000) covers grants in aid of expenses connected with military operations in Somaliland and British East Africa. Colonial services (£121,300) include £100,000 respecting disturbances in

sions, etc., and £4,500 respecting the Anglo-French boundary commissions. The loan to the Wuchang Viceroy amounts to £75,000. In another class £61,758 covers superannuations and retired allowances, and savings banks and friendly societies' deficiencies. The largest item in Class VII. is that for the Duke and Duchess of Cornwall's visit to Australia (£20,000). Three revenue departments' estimates bring the total to £1,018,731.—Daily News.

## THE TIENTSIN TREATY.

The public will be very glad to learn, from Lord Cranborne's reply to Mr. Verburgh, says the *Globe*, that the Government is firmly resolved to uphold the Tientsin Treaty in all its provisions, so far as they affect British rights and interests. The Under-Secretary's statement on this vitally important matter is too precise and definite in its phrasing to admit of any cavil about its being a binding pledge. Discussing the new agreement between Russia and China in regard to Manchuria, the subject on which Mr. Verburgh desired information, Lord Cranborne declared that "such an arrangement cannot affect the rights enjoyed by this country under our treaties with the Chinese Empire." It follows, therefore, that Russia must be either induced or compelled to restore Newchwang to its former status as a treaty port. It matters nothing what promises the St. Petersburg Government has given or may hereafter give on that point; what this country demands is immediate redress for an intolerable usurpation which has already worked great damage to its commerce. We are entitled, therefore, to interpret Lord Cranborne's explicit statement as a collective Ministerial undertaking to free the most important treaty port in Northern China from Russian control, without further delay. But there is another obligation, of scarcely less consequence, resting on Downing Street. When questioned about the alleged occupation of Sir Robert Hart's offices by the Italian Legation, the Under-Secretary had to fall back on the stereotyped excuse of lacking official information. But the statement in question first appeared fully a week ago, in detailed form, and since then it has received corroboration from subsequent telegrams. It is as amazing as discouraging, therefore, to learn that the Foreign Office has not deemed the matter of sufficient consequence to justify telegraphic correspondence with Sir Ernest Satow.

## CHINA AND THE CHINESE.

LECTURE BY DR. JOHN ROSS.

On the 27th ult., in the rooms of the Philosophical Society of Glasgow, Dr. John Ross, of Manchester, delivered a lecture on "The Chinese people and their religion." Mr. William Ewing presided, and there was a large attendance.

Dr. Ross remarked that China was no sick man. She had for centuries been playing blind man's bluff, but the handkerchief had been torn from her eyes, and no chain which the West could throw round her would prevail for any length of time. The more lawless were the action of the armies of the West the more speedily would be the overthrow of the influence of the West. The Chinese had from the earliest times been diligent observers of nature. There was an eclipse of which a description was extant, which took place in the year 213 B.C., a space of time which took us within a few centuries of the date ascribed to the deluge. For fully 3000 years there was an authentic history of the Chinese in connection with the description of leading events in the Empire. The Chinese were a wonderfully persevering and industrious people, and although the yellow race might be defeated on the field of battle, they would never be conquered in the field of industry. There were three forms of religion in China—Confucianism, Taoism, and Buddhism; the first of which was overwhelmingly the most important. The true Confucianism was an agnostic. The founder of Taoism was a contemporary of Confucius; the two visited, but they did not understand each other, and their working principles were as the poles asunder. Taoism was a speculative religion, and originally of a high order; but later it had degenerated into a system of mystic incantations, out of which came the Boxer movement. Buddhism was an Indian religion, and was a protest against Brahminism. Through Tibet it entered into China, where it specifically gained many converts. So popular did this religion become—all classes running after it—that the Emperor had to issue edicts forbidding Ministers of State and generals of the army to leave their posts. The doctrine of Sir Edwin Arnold's "Light of Asia" was unknown in Buddha's land. The Chinese believed in all three religions, because of their lack of scientific accuracy of thought. The hope of China consisted in the fact that the system of Confucius holds first place. Dr. Ross went on to say that the Chinese were not the first inhabitants of China; the aboriginals who inhabited the land were gradually dispossessed by the Chinese, who, by their superior industry and intelligence, overran the whole country. The original home of the Chinese was on the banks of the Yellow River, whence they spread southward towards the Yangtze. The Chinese still continued to extend in all directions—north, south, and west. The pure Chinese never went to the south of the Yangtze, and the kingdom which existed south of the Yangtze was annexed in China about the introduction of the Christian era. By the influence of Confucianism the people not originally Chinese had become homogenous with the Chinese.

The lecture was illustrated by a set of very fine line drawings. At the close Dr. Ross was cordially thanked for his lecture.—N. B. Daily Mail.

## BY THE MAIL.

(From Home Papers.)

## The Spanish Marriage.

General Azcaraga, the Spanish Premier, as a result of a Cabinet Council, tendered the resignation of the Ministry, on the ground that the work for which they took office in regard to the Royal marriage, and the re-establishment of order in Madrid and throughout the country, has been accomplished. General Azcaraga advised Her Majesty, who accepted his resignation, to send for Senor Silvela, the Conservative Leader. The Queen-Regent on 27th ult. consulted the Presidents of the Senate and the Congress with regard to the formation of a new Ministry. Both expressed themselves as favourable to the idea of a Conservative Cabinet presided over by the chief of the Party, Senor Silvela. The latter went to the Palace, but, on being subsequently approached, declined to say what had passed at his interview with the Queen-Regent.

## Stonehenge.

The falling of the upright of one of the trilithons at Stonehenge is shortly to be investigated by a special Committee, which is being appointed for the purpose of considering the advisability of replacing in an upright position the stone that recently fell, as well as that which fell on 28th ult. The Committee is to be composed

of the Society, the Society of Antiquaries of London, the Society for the Protection of Ancient Monuments, joined by one or two local well-known archaeologists. Sir Edmund Antrobus, the owner of Stonehenge and the surrounding down land, has appointed his own architect, who will superintend any works that are decided upon; but, fully appreciating the great archaeological interest and value of Stonehenge, Sir Edmund Antrobus is prepared to accept any scheme which the Committee may suggest.

## Women's Work in China.

A public meeting was held on 28th ult., in the Queen's Hall, Langham-place, to hear an account of "Women's Work in China." The gathering took place under the auspices of the Church Missionary Society. Colonel R. Williams, M.P., who presided, said the European world, terrible as it was, had been measured by hundreds of thousands of Chinese, who had seen their homes broken up, and who had suffered in body themselves, and in some cases had lost all they had. It was sometimes urged against the missionary societies that they ought not to send out unmarried ladies to the mission field. There was no objection to their going if they used that without which no missionary ought to go anywhere—sanctified common sense. They were confident that what had happened in China would only result in the furtherance of the Gospel cause. Addresses were delivered by Miss Vaughan, Mrs. O. M. Jackson, Miss Boileau, Miss F. Codrington, and other lady missionaries.

## The New Star.

The new star just discovered by Dr. Anderson of Edinburgh (who has distinguished himself previously in this department), is an object of great interest. Visitors of this kind are not exactly rare. It is seldom they attain the brightness of the one just spotted in Perseus. This new star is in fact the brightest that has flashed up for nearly 300 years, and is so conspicuous that it will doubtless be watched with interest by the general public as well as by astronomers. Sir Robert Ball, in his fascinating *Story of the Heavens*, tells us that if two bodies of the size of our earth, and travelling at its speed, had the misfortune to meet in space, a prodigious flash of light would be the consequence, and the heat generated would be sufficient to dissipate the entire mass of both into glowing vapour. Some calamity of this kind has in all likelihood overtaken the new star. In all likelihood it has suffered collision either with another large body or with a tremendous stream of meteors, and has flashed up into a blaze compared with which at equal distance our sun itself would seem insignificant.

## The Plot that Failed.

The egregious M. Déroutelle is not exactly the stuff of which great conspirators are made. The account he has given of his attempt to upset the existing régime in February, 1899, makes a very sorry story of attempted rebellion. He and Marcel Habert were closeted somewhere when "the night was advanced," and the fateful dawn which was to see the deliverance of France was at hand. To them entered "Third-Conspirator," whom they believed—apparently without much reason—to be "one of our trusty friends." In plots it is of the first importance to be quite sure of your friends. This one might reasonably have been suspected, for he at once began sounding Déroutelle's sentiments towards the Duke of Orleans. The incorruptible Republican declared he would arrest the Duke with his own hand if he put in an appearance, whereupon ensued a discussion which "must have been heard through the folding doors, and there is more than one person who can attest to its anger and the violence of our altercation." Pretty soon of plotting this! It would hardly go down in comic opera. But M. Déroutelle was astonished next day to find the affair blown upon and himself in custody.

## Remarkable Carriages.

Two remarkable carriages, made to the order of the Emperor of Japan, have just been completed in London. A phaeton intended for the use of the Crown Prince and Crown Princess is a highly elaborate example of the carriage-builder's craft, its decoration being all of silver and gold, with the Imperial chrysanthemum on its panels and brasswork. There are two seats in front, with a hood, which can be opened for ventilation, and two at the back for the "bettes," or footmen, who have control of the break, which is specially constructed for use with rubber tyres. The break is a necessary adjunct, for though Tokyo and its neighbourhood is generally flat, there are some steep hills, and the approaches to bridges are often sharp inclines. A brougham for Prince Arisugawa is of ultramarine blue, ornamented with scarlet and gold, the Arisugawa colours, and decorated on the panels with the family device. Both these vehicles are remarkable for their highly finished workmanship, and in the case of the Crown Prince's phaeton the chased brasswork on the harness is an admirable feature. The Japanese are copying English-made carriages by taking them to pieces, so that the prospect of an export trade is not so good as the more general adoption of carriages would betoken.

## Edward VII and William II.

Whether the illustrious heads of two great Empires will utilize this opportunity for an exchange of views on political subjects must remain a matter of inference, remarks the Berlin correspondent of *The Times*. What usually happens on such occasions is that the public are assured beforehand that the meeting is absolutely non-political. Afterwards various vague remarks are made, and more or less result of the interview between the Monarchs. What can safely be asserted in the present instance is that the friendship between the Emperor William II. and King Edward VII. is as cordial as that which exists between either of these Sovereigns and any other occupant of a European throne; that both their Majesties are fully acquainted with the politics of the day, and are in a position to discuss them; and, lastly, that the personal qualities and public spirit of the two Sovereigns render it highly probable that they will take advantage of their meeting in order to compare their views on the present situation. The same might have been said of the illustrious visitor were the Emperor Francis Joseph or the Tsar, instead of the King of England. But neither in the case now nor in the other would there be any ground for anticipating decisions of far-reaching importance as the result of a meeting which does not take place in a time of grave political crisis, and in which the personal element is predominant.

## Death of Major J. H. Parsons.

The death is reported of Major James Henry Parsons, I.C.S., Deputy-Commissioner of the second grade, Burmah, at Minbu, Upper Burmah, on 19th ult., aged forty-three. The eldest son of Major-General Parsons, of Southbourne-on-Sea, he was born in 1857. He served the 63rd Foot as lieutenant in 1876. He joined the Afghan war and in the Burmah campaign of 1885-86, being dangerously wounded

also been on active service recently in China, which country he visited to study the language. With Mrs. Parsons he at first resided in Dr. Morrison's house in Peking, kindly lent to them during his absence in England. Thence they went on to Pei-tu-ho for the summer, but had to leave on the Boxer outbreak with other foreigners as a gunboat could not be spared to guard the place. Major and Mrs. Parsons experienced inconvenience and loss of property before they reached Wei-hai-Wei. Major Parsons afterwards returned to Peking with the relief expedition, being attached to Major-General Sir Norman Stewart as Chinese interpreter. He was an Oriental scholar, knowing several Eastern languages, including Persian and Chinese. Two of his brothers have been with the South African Field force during the war, and another of his brothers, Major Conliffe Parsons, is in command of a fort at Taku, in North China.

## Baiting the Post Office.

Mr. J. G. Graves, a well-known manufacturer of Sheffield, has resumed hostilities with the Post Office, and on 25th ult. sent a procession of clerks, 200 strong, through the principal streets of Sheffield, under police escort, packed the post-office, and commenced purchasing penny stamps one at a time. The staff was strengthened by clerks from various departments, and the contest continued with grim pertinacity for an hour and a half. At that time the doors were closed to the general public, and the struggle proceeded with renewed energy on both sides. After a lapse of another twenty minutes the postal authorities showed signs of collapse. The Postmaster mounted the counter, and in stentorian tones appealed to Mr. Graves, who was present, to relinquish the contest. He replied by relating his complaint, which had been persistently pressed for the last three years without any result. He consented, however, to withdraw the clerks, but announced that the campaign would be prosecuted day by day until the grievance was settled. The clerks left the building in a body, and the public business was resumed. The greatest excitement prevailed in the town during the proceedings. Mr. Graves' grievance against the Sheffield Post Office is in regard to the collection of registered postal packets. Each of the 200 clerks in the procession wore a spray of red tape. They began to buy penny stamps singly. Each clerk had ten shillings' worth of coppers to spend.

## The King.

The King on 23rd ult. received in the Throne Room of St. James's Palace, royal addresses tendered by deputations from the Universities of Oxford, Cambridge, the Royal Society, the General Assembly of the Church of Scotland, and the Corporation of the City of Edinburgh. His Majesty left Victoria on 24th ult. for Flushing in the Royal yacht *Victoria and Albert*, for the purpose of paying a visit to his sister, the Empress Frederick, at Cronberg. King Edward arrived early on 25th ult. at Frankfurt, where he was subsequently welcomed by the German Emperor, who travelled from Homburg. The meeting of the two Sovereigns was most cordial. They afterwards left for Cronberg, which they reached about half-past nine o'clock, being received by the Crown Princess and Prince Frederick Charles of Hesse, the Empress Frederick's two youngest daughters. They drove from the station to Friedrichshof in a carriage, amid the enthusiastic cheers of the assembled crowds. The King, immediately on alighting at the Castle, went to see the Empress Frederick. The German Emperor drove from Homburg on 26th ult., and lunched with King Edward. At three o'clock in the afternoon he drove in his sleigh to Saalburg, being followed in the second sleigh by the King, of whom he took leave at Saalburg. The Emperor went on to Homburg, leaving there by the twenty minutes to eight train for Berlin. The King returned to Friedrichshof on 25th ult., after dinner, the Empress Frederick spent nearly an hour with her guests, and a Berlin correspondent says that she has been able to write comparatively few letters to her friends. Her Majesty went out for half an hour in the snow-covered park on 26th ult., the King walking by the side of the invalid, who was wheeled in a bath-chair.

## NOTANDA.

## CALENDAR.

MARCH.  
Meteorological means based on ten years' observations to 1899.  
Barometer.....30.141  
Thermometer.....50.141  
Humidity.....79.3  
Rainfall.....1.76

## YESTERDAY.

WEATHER REPORT.  
On date at 4 p.m. On date at 4 p.m.  
Barometer.....30.07 30.09  
Temperature.....73 66  
Humidity.....77 82  
Rainfall.....0.02 —

## TO-DAY.

Saturday, 30th March, 1901.

Chinese—11th of 2nd moon of 27th year of Kuangshu.

Sun—Rise.....5hr. 56min.  
Set.....6hr. 13min.  
High water—Morning.....7hr. 31min.  
Afternoon.....6hr. 6min.  
Low water—Morning.....5hr. 31min.  
Afternoon.....12hr. 32min.

## ANNIVERSARIES.

1814—British troops entered Paris.  
1856—Peace with Russia.  
1874—Abolition of coolie trade at Macao.  
1883—Inauguration of New British Consulate, Shanghai.  
1896—The Japanese flag hoisted over new settlement at Soochow.  
1899—The S.W.R. steamer *Stella* struck the Casquet rocks, & drowned.  
1900—Death of Commandant Joubert.

## TO-MORROW.

Sunday, 31st March, 1901.

Chinese—12th of 2nd moon of 27th year of Kuangshu.

Sun—Rise.....5hr. 55min.  
Set.....6hr. 14min.  
High water—Morning.....7hr. 30min.  
Afternoon.....6hr. 5min.  
Low water—Morning.....5hr. 30min.  
Afternoon.....12hr. 31min.

## ANNIVERSARIES.

1826—Slave Trade abolished.  
1874—Coolie traffic abolished.  
1890—Arrival of Duke and Duchess of Connaught at Hongkong.  
1896—Li Hung Chang refused to land at Hongkong. Two European children developed symptoms of plague.  
1898—H.M.S. *Victorious* arrives in Hongkong. Admiralty Commission a Particular Squadron of eight ships.  
1899—England, Germany and America agreed to settle German claims with Sweden.

## AGENDA.

### TO-DAY.

9 p.m.—The Dallas Company at the Theatre Royal.  
Daylight—O. S. K. steamer *Daijin Maru* leaves for Coast Ports.  
Daylight—P. & O. S. N. Co.'s steamer *Sabroon* leaves for Shanghai.  
Cargo ex Canton subject to rent.

### CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m., 11 a.m., 5 p.m., 8 p.m.  
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9 a.m. Benediction, 5 p.m.  
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.  
St. Francis Church, Wanchai:—Mass (Chin.), 6 a.m. (Port), 7:30 a.m. Benediction, 5 p.m.  
St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.  
St. Anthony's Chapel, West Point:—Mass, 8 a.m.  
Wesleyan Methodist Church:—Services, 10:30 a.m. and 4:45 p.m.  
St. Peter's Church, West Point.

Sunday next before Easter March 31st, 11 a.m.

Hymn 113; Venite; Hesper; Te Deum; Lawers etc.; Benedicite; Morpington; Hymns, 116, 325, 341.

Hymn 114; Magnificat; Turle; Nunc Dimittis; Hymns, 117, 492, 460.

The Mission Launch *Dayspring* will call upon the ships Sunday morning between 9 and 10:30 a.m., to take men ashore for the services. The "answering penny" may be hoisted.

### Union Church.

Sunday, 31st March, 1901.

(11 a.m.)

Voluntary, "Barcarolle" Spohr; Hymn, No. 87 (Rockingham) Miller; Psalm, No. 45 (Double Chant) Boyce; Anthem, No. 17 "Jesus Word of God Incarnate" Gounod; Hymn, No. 79 (Passion Chorus) Hasler; Hymn, No. 78 (Psalm) Cusins; Sermon, "The humiliation of Christ" Voluntary, "Communion in E. Lefebure-Wely."

6 p.m.

Voluntary, "Melody in F." Rubenstein; Hymn, No. 106 (Aurelia) Wesley; Hymn, No. 74 (Tune 272) Hymn, No. 81 (Batty) German; Hymn, (Wiltshire) Smart; Hymn, No. 358 (Consecration) Lowry; Sermon, "The expediency of Jesus' death" Voluntary, Chorus from "The Passion of Christ" "We all would die far sooner" Handel.

— MONDAY 1st, APRIL.

3 p.m.—Public Auction of Crown Land at the office of the Public Works Department.

3:30 p.m.—Public Auction by Mr. G. P. Lammer at his Auction Room Duddell Street.

5 p.m.—C. & M. Co.'s steamer *Diamante* leaves for Manila via Amoy.

8:30 for 9 p.m.—Precisely. A Regular Meeting of the Zealand Lodge at the Freemason's Hall.

Cargo ex *Afridi* subject to rent.

Cargo ex *Ava Maru* subject to rent.

TUESDAY, 2nd.

Cargo ex *Ava Maru* subject to rent.

## SHIPPING AND MAIL NEWS.

### MAILS DUE.

Canadian (*Athenian*) 1st prox.

German (*Princess Irene*) 2nd prox.

German (*Stuttgart*) 2nd prox.

Indian (*Aradon Apar*) 3rd prox.

Canadian (*Turkey*) 3rd prox.

American (*Coptic*) 4th prox.

American (*America Maru*) 12th prox.

Canadian (*Empress of India*) 16th prox.

American (*City of Peking*) 20th prox.

The C. & O. Co's steamer *Carlisle City*, left San Diego on 23rd inst., for Japan and Hongkong.

The E. N. steamer *Guthrie*, from Sydney, &c., left Port Darwin yesterday, the 29th inst., for Manila and Hongkong.

The C. & O. Co's steamer *Strathgill*, from Portland and San Diego leaves Moji for Hongkong on or about 1st April.

The N. Y. K. steamer *Tamba Maru*, (European Line) left Shimomoseki for this port today, the 30th inst., and is expected to arrive here on Wednesday, the 3rd April.

The Imperial German Mail steamer *Princess Irene*, carrying the German Mails with dates from Berlin of the 4th inst., left Singapore on Friday 6 p.m., the 29th inst., and may be expected here on or about Tuesday, the 2nd April.

### HONGKONG AND WHAMPOA DOCK RETURNS.

G.M.S. *Hertha*.....M. Kowloon Dock.

G.M.S. *Jaguar*....." "

G.M.S. *Isle de Luzon*....." "

G.M.S. *Bennington*....." "

G.M.S. *Yorktown*....." "

G.M.S. *Concord*....." "

G.M.S. *Atoll*....." "

G.M.S. *Perle*....." "

G.M.S. *Glenlogie*....." "

G.M.S. *Peirarch*....." "

G.M.S. *Penarth*....." "

G.M.S. *Monambique*....." "

### PASSED THE CANALS.

Outward—1st March—*Ava Maru*, *Benedict*, *Saxonia*, *Kobe*, 1st March—*Strathgill*, *Denbighshire*, *Cymbeline*, *Ferdene*, *Grosvenor*, *Thyra*, 8th March—*Dagford*, *Shriek*, *Teresa*, 13th March—*Obi*, *Arnold*, *Luyken*, *Irene*, 15th March—*Denialder*, *Glida*, *Imba Maru*, *Socotra*, *Ulysses*, *Allegre*, 19



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 5th April, at Daylight.
INABA MARU.....	Kobe and YOKOHAMA.....	FRIDAY, 12th April, at Daylight.
IDZUMI MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.....	SATURDAY, 13th April, at 4 P.M.
SANUKI MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 19th April, at Daylight.
KASUGA MARU.....	NAGASAKI, KOBE and YOKOHAMA.....	FRIDAY, 19th April, at Noon.
HIROSHIMA MARU.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 23rd April, at Noon.
SHINANO MARU.....	Kobe and YOKOHAMA.....	FRIDAY, 26th April, at Daylight.
YAWATA MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE.....	FRIDAY, 26th April, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 30th March, 1901.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MARBURG.....	HAVRE, BREMEN and HAMBURG, (LONDON with transhipment in HAMBURG).....	About 2nd April. Freight.
SAVOIA.....	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG).....	About 4th April. Freight and Passage.
Behrens.....	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG).....	About 8th April. Freight.
BAMBERG.....	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG).....	About 11th April. Freight and Passage.
SIDIRIA.....	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG).....	About 15th April. Freight and Passage.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Tuesday, 23rd April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Thursday, 16th May, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Tuesday, 11th June, at Noon.

## THE Twin Screw Steamship.

"AMERICA MARU."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

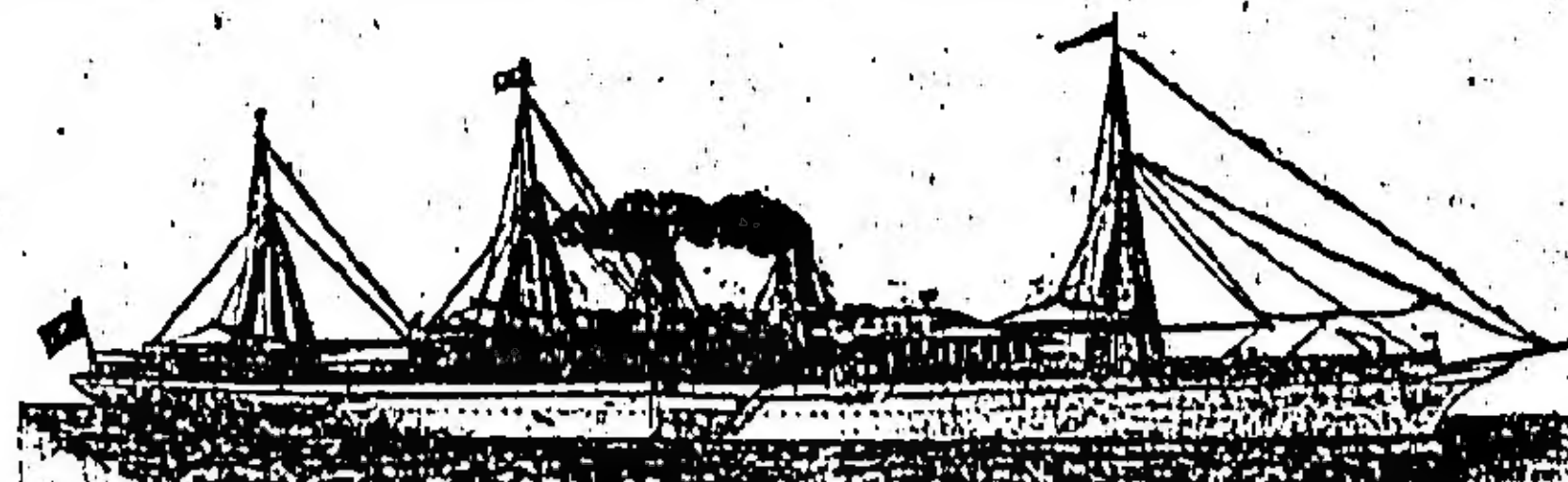
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

## Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA.....Comdr. R. Archibald, R.N.R.....WEDNESDAY, 3rd April.  
EMPRESS OF INDIA.....Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 24th April.  
EMPRESS OF JAPAN.....Comdr. H. Pybus, R.N.R.....WEDNESDAY, 15th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to, all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th March, 1901.

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 13th April, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 7th May, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 1st June, at Noon.

THE Company's Steamship

"COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th March, 1901.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Berghenhus..... about April 30

THE Steamship

"BERGENHUS,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about TUESDAY, the 30th April.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th March, 1901.

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Glenage.....	3,750	W. Frakes.....	April 8
Clavering.....	3,258	R. Roe.....	April 12
Olympia.....	2,837	J. Truebridge.....	April 26

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and EUROPE.

HONGKONG TO LONDON £32. Excellent accommodation. First-class Table. DOCTOR and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA TO NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA TO DYVE and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 26th March, 1901.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"CHUSAN,"

Captain C. L. Daniel, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 13th April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 25th March, 1901.

## NOT RESPONSIBLE FOR DEBT.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

ADOLPH OBRIE, American ship, Amesbury.—Standard Oil Co.

MOZAMBIQUE, British ship, Robt. Cleane.—Standard Oil Co.

SEA-WITCH, American ship, Howes.—Master.

HATTIE C. SMITH, American schooner, Riley. Master.

COLONY, British steamer, De Vill.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA.....	"TAIYUAN".....	9th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TAIYUAN".....	9th April.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 28th March, 1901.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS.	DUE.
SINGAPORE.....	"PYREHUS".....	31st March.
GLASGOW.....	"ANTENOR".....	2nd April, at Noon.
	"ULYSSES".....	11th April.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"STENTOR".....	2nd April.
"	"IDONEUS".....	16th April.
"	"AGAMEMNON".....	23rd April.
"	"AJAX".....	30th April.
LIVERPOOL (DIRECT).....	"TANTALUS".....	15th April.

(Taking Cargo at LONDON RATES).

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents, O. S. S. Co.

Hongkong, 29th March, 1901.

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above Ports, TO-MORROW, the 31st instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 30th March, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's New Steamship

"DIAMANTE,"

Captain A. Ramsay, will be despatched as above, on MONDAY, the 1st April, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 28th March, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Co.'s Accelerated Line to TRIESTE).

THE Company's Steamship

"MELPOMENE,"

Captain Matcovich, will be despatched as above, on TUESDAY, the 2nd April, P.M.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 29th March, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHEW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 10th April, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th March, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain E. T. Helms, will be despatched as above, on THURSDAY, the 19th April.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly-qualified Surgeon are carried.

N.Z.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th March, 1901.

## Masonic.

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on MONDAY, the 1st April, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 26th March, 1901.

CLARK'S B 41 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. 12 boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Dispensary, Ltd., 11, Abchurch Lane, London, E.C.

## Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CANTON,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 31st instant







